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ESTABLISHED 1857

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HONGKONG, WEDNESDAY, MAY 18TH, 1921. 三拜禮

號八十月五年十國民華中

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TIME TABLE

WEEK DAYS.

7.00 a.m.	to 9.00 a.m.	every 15 minutes.
9.30	"	10 "
10.30	"	11 "
11.30	"	12.30 noon
12.30 p.m.	"	15 "
1.30	"	2.30 "
2.30	"	3.30 "
3.30	"	4.30 "
4.30	"	5.30 "

NIGHT CARS.

8.50 p.m.	to 9.00 p.m.	9.20 p.m.
9.30 p.m.	to 11.30 p.m.	every 30 minutes.
11.45 p.m.	"	"

SATURDAYS.

7.30 a.m.	"	8.00 a.m.
8.00 a.m.	to 10.30 a.m.	every 15 minutes.
10.30	"	11.00 "
11.30	"	12.00 noon
12.00 noon	"	1.00 p.m.
1.00 p.m.	"	5.30 "
5.30	"	6.00 "
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SUNDAYS.

7.30 a.m.	"	8.00 a.m.
8.00 a.m.	to 10.30 a.m.	every 15 minutes.
10.30	"	11.00 "
11.30	"	12.00 noon
12.00 noon	"	1.00 p.m.
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NIGHT CARS.

8.50 p.m.	to 9.00 p.m.	9.20 p.m.
9.30 p.m.	to 11.30 p.m.	every 30 minutes.
11.45 p.m.	"	"

Extra Car—12 midnight.

As on Week Days.

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KOWLOON-CANTON RAILWAY.

TIME TABLE.
On and after MONDAY, JANUARY 24TH, 1921, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS											
Stations	No. 14	No. 12	No. 10	No. 8	No. 6	No. 4	No. 2	No. 1	No. 15	No. 16	No. 17
	Local	Local	Through Express	Through Express	Through Express	Through Express	Through Express	Through Express	Mixed and Class Passenger & Goods	Mixed and Class Passenger & Goods	Mixed and Class Passenger & Goods
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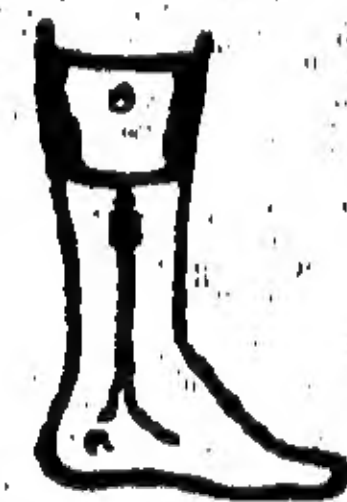
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THE MERCHANT NAVY. OFFICIAL WAR HISTORY.

Slowly the veil which shrouded so many deeds of heroism on the seas in the Great War is being lifted. One remembers those laconic official messages, a line or two of black type printed in the newspapers, as if words were things less to be spared. The Admiralty had admitted proof that the drifter so-and-so had destroyed an enemy submarine. The *U.S. Black* had been sunk by torpedo, with a loss of forty-nine lives. Even this little publicity was soon denied, sacrificed to the urgent need of withholding all information from the enemy. We learnt only of losses of ships in tons gross, and human life was ignored in the returns, the toll being disclosed only in some exceptional circumstances.

Wise the decision was taken by those in authority that the official history of the Great War should include the record of service of the Merchant Navy. Was it possible to ignore it? Men and ships played a great part. The Royal Navy for four years fulfilled its historic role as our "sure shield," but in this war, as in no other, the existence of the nation depended upon our peaceful seamen continuing their accustomed activities, in face of new perils, and confronting an enemy more ruthless in method than any we had known. The Merchant Navy largely provided the men for the patrols, trawlers, drifters, mine sweepers, and other auxiliary but indispensable services. They saw war in its stark reality. Theirs was a great share in the ultimate triumph. Few incidents are more stirring than those which befell the Merchant Navy.

A GREAT STORY.

The official historian is Mr. Archibald Hurd, and there is none better qualified by intimate knowledge of sea conditions and sympathy with seamen to tell the great story. Records at the Admiralty, the Board of Trade, the Ministry of Shipping, hitherto jealously guarded, have been placed at his disposal. He has seen what so many of us in the silent years would like to have seen—the reports given in that simple, graphic narrative which comes natural to the seafarer, of fights against odds by merchant ship against submarine, of successful ruses and daring escape, and far too often of barbarity displayed toward defenceless people—not seamen alone, but harmless passengers, women, and frightened children—such as few fighting in all our earlier wars happily had not known. We are reminded by the historical background that the author supplies of the growth of the Royal Navy out of the peaceful fleets of earlier ages and of Napoleon's efforts to destroy our sea-borne trade, that combat between ships of war and ships of commerce are no new thing.

The French wars of 1793-1815 cost Great Britain eleven thousand merchant ships taken as prizes, and when boarding parties from enemy corsairs swarmed over a ship's side not seamen alone, but passengers as well, handled cutlass with effect. Tender women among the passengers on some stout East-Indian man-of-war would pass up powder and grapeshot in the heat of action. But "spurious vengeance" as a policy in warfare had not been invented; the fight over, passengers were sent adrift in open boats, often hundreds of miles from land to take their chance of rescue or of perishing in a gale, or of being maimed by frost-bite. As becomes an official history this first volume by Mr. Hurd is written without passion. But we are too near the events to read its pages coldly, and it is not humanly possible to suppress the natural feeling of indignation that so often the narrative excites. Baron Marschall von Bieberstein, Germany's representative at The Hague discussions in 1907 told a listening world what Germany's attitude in war would be:—

Military acts (he said) are not governed solely by international law. There are other factors: conscience, good sense, and the sentiment of duty imposed by principles of humanity will be the surest guide for the conduct of sailors, and will constitute the most effective guarantee against abuse. The officers of the German Navy, I emphatically affirm, will always fulfil, in the strictest fashion the duties which emanate from the unwritten law of humanity and civilization. As to the sentiments of humanity and civilization, I cannot admit that there is any Government or country which is superior in these sentiments to that which I have the honour to represent."

GERMAN EXCESSES.

This official history of the Merchant Navy in the Great War drags into the light of publicity much that has hitherto been concealed. It affords a striking commentary upon those humanitarian sentiments to which the Baron Marschall paid this lip service. At first, the conduct of German naval officers was not reprehensible. The few surface cruisers, nine in number, that raided the trade routes, till one after another was destroyed, made seventy-two British vessels prizes; and though these were with rare exceptions sunk, crews and passengers were cared for, and their lives made secure. The submarine commands seem to have attracted a more disreputable type of German, whose excesses were unfortunately stimulated and encouraged from Naval Headquarters. He is pictured in the officer from the *U-17*, when visiting the *U-18*, the first British merchant ship sunk by a German submarine.

An officer and two men boarded the merchantman. They were fully armed and evidently in ruthless mood. The master of *U-18* was immediately ordered off the bridge, the German officer placing the muzzle of a revolver against his neck, and excitedly warning him in passable English that he would be allowed ten minutes in which to get his crew away in the boats, and that then his ship would be sunk. The Germans having seized the ship's papers, lowered the British flag, which was torn to pieces and trampled underfoot with malignant rage.

On the eve of hostilities the enemy declared that the crews of merchant

vessels were to be treated as prisoners-of-war if they resisted capture, and that passengers, in case of resistance, might be proceeded against "under extraordinary martial law"—it is plain what that meant. So we ought to have been prepared, but only slowly came the full realization of all that war as conducted by Germany meant, and that acts which we were disposed to accept as due to the excess of individual commanders were, in fact, ordered from the highest quarters. This first volume of the history takes the war a little past the sinking of *Atlantis*—the first twelve months. The long tale of outrage begun with the torpedoing without notice of the *Admiral Graf Spee*, when forty of the hopeless Belgian refugees crowded on board perished by drowning, followed by the sinking of the *Calcutta*, with 101 lives, and many others. The book tells in detail the steps taken to deal with the new menace, and pays tribute to the gallantry and hardihood of the seamen of the merchant fleets who exercised a constant vigilance. But till the numbers of small craft were immensely strengthened and new devices for destruction introduced, the submarine had always the advantage. The *U* boat did not meet with an interrupted success. That boat which set out to sink *Bellicose's* flagship, the *Iron Duke*, in *Scapa Flow*, itself went down after being rammed by mine sweeper and destroyer successively. Oberleutnant Neuberger, the second in command, has given a narrative of the crippled craft's attempt to escape.

"The boat shot upwards and downwards, the men rushed forward and aft; the flooring became slippery with the oil carried out of the engine-room by the men's feet; the men slipped. We shot upwards so violently that I gave up all hope. From the conning-tower came the report, 'steering gear jammed; man the hand-wheel!' And then from the engine-room, 'The motors have broken down!' The boat eventually began to rise, and then suddenly the captain pushed open the conning-tower hatch. She had a heavy list, a hole torn in her starboard tank, rudder gone, propellers badly damaged. As I came on deck I saw the periscope was almost broken off short. Suddenly there was a smell of burning. Someone shouted, 'The battery is on fire!' The captain gave orders that the boat was to be sunk. We drifted helplessly in the currents of Pentland Skerries."

Officers and crew were taken up floating. The German Press stood alone in the world in its praise of the torpedoing of the *Lusitania*, on May 7th, 1915, with a loss of 1,198 lives, mostly of passengers. Of this ocean crime, the *Kölnische Volkszeitung* declared "with the joyful pride we contemplate this latest deed of our navy. It will not be the last." The more responsible *Kölnische Zeitung* proclaimed that "the news will be received by the German people with unanimous satisfaction." The city of Magdeburg proposed to honour officers and men by collecting a national gift. Munich struck a medal. It seems unbelievable, but it was only five years ago. This and many more are among the most lurid events of the war against merchantmen at sea. The book is a reminder of anxious days that already seem far distant. Its purpose, however, is not to revive old pains, but to place on record the great work accomplished by our merchant seamen, now told for the first time with ample detail. It has been possible to notice but very few of the incidents which crowd the 400 pages of a work which will rank high among official histories of the war.—*Daily Telegraph*.

FREEMASONRY.

Scots Lodge, No. 2,319, had one of the best of a long series of successful meetings on the occasion of this year's Ladies' Festival, held at the Holborn Restaurant, under the presidency of the Worshipful Master, Mr. J. Wylie Patterson, who was supported by Mrs. Patterson, officers and members of the lodge, with lady and gentlemen, guests, to the number of upwards of 400, the main King's Hall being filled to its utmost capacity. In keeping with the traditions of the lodge several members appeared in Highland dress, while the piper who figured at Tel-el-Kebir and in the Crimea was well to the fore with his Scotch music, especially in the procession of the "Haggis."

The Emulation Lodge of Improvement held its annual festival at Freemason's Hall, Great Queen Street, under the presidency of Sir Alfred Robbins, President of the Board of General Purposes. There was an attendance of about 300 prominent members of the Order. The Emulation Lodge of Improvement was founded in 1823, and has been working under the sanction of the Lodge of Unions since 1830; it has been practising the working recognised by the Lodge of Reconciliation, and has held weekly meetings at Freemason's Hall for the past eighty years, always under a committee, every member of which is chosen for his strict adherence to the facile practice of the working, and pledged on taking office never to depart from it in the smallest particular.

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with a deep inner curve which conforms to every movement of the eye and makes the sight equally clear in every portion of the glass. Toric will set closer to the eye than the ordinary flat lens thus doing away with the annoying reflections from the edge of the glass. For those who wish the very best in lenses, we recommend torics. The Hongkong Optical Co., Successors to Clark & Co., Manufacturing & Refracting Opticians, located in Queen's Road, Central, manufacture Torics on all prescriptions. White, Smoke, Amber, Crookes or Fluoral. Adv.

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NO PATTERNS.—The above goods will be sold for cash at time of purchase. £1,000 worth of Summer Dress Material will be offered at HALF-PRICE. These will in many cases be at considerably less than makers' cost.

SEIZE THE OPPORTUNITY.

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TO SMOKERS

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TOBACCO

Smokers requisites a speciality.

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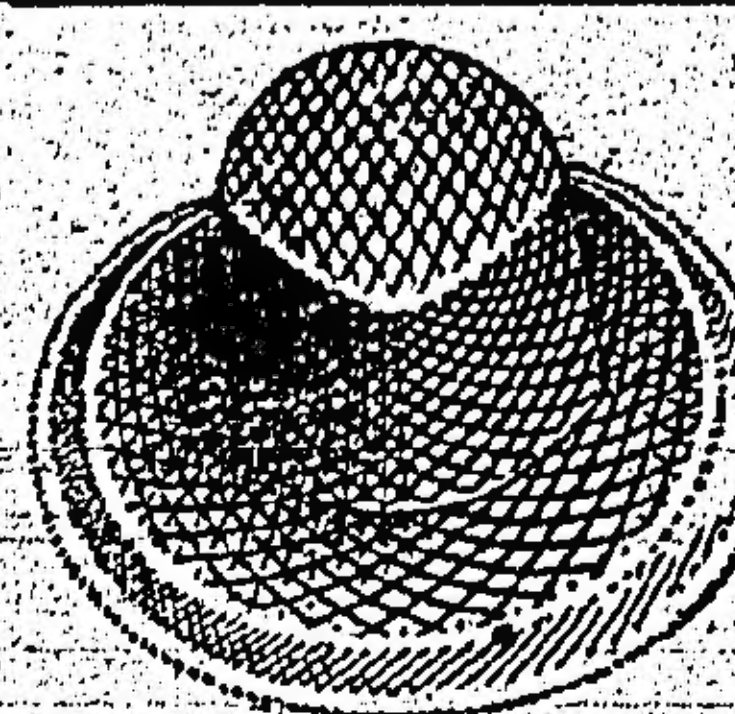
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HEMP HATS for LADIES

in different shapes and assorted colours.

Inspection cordially invited.

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NEW ADVERTISEMENTS

HONGKONG JOCKEY CLUB.

THE THIRD GYMKHANA is fixed for SATURDAY, June 17th, 1921. Draft Programmes and Entry Forms may be obtained at the Race Course, Hongkong Club, and Causeway Bay Stables.
Entries close TUESDAY, 21st MAY.

ST. STEPHEN'S GIRLS' COLLEGE BUILDING FUND.

THE following Subscriptions to the above Fund have been duly received with thanks:—
Per Miss E. M. Smith:—
A Friend:—
Per Mr. S. W. Two:—
Mr. Lam Wai:—
Per Mr. Chan Kung Yue:—
Theatrical Income:—
Amount acknowledged:—
Total \$45,008.46

KWOK SIU LAU.

Hongkong, May 17th, 1921.

TO LET.

NOS. 2 and 3, "VICTORIA VIEW"
Middle Road, Kowloon Point.
Apply to—
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6, Des Vaux Road, Central.

FOR SALE.

FIVE-ROOMED BUNGALOW, Peak District, Tennis Court, Kitchen Garden.
Early possession.
Apply to—
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PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, On FRIDAY, the 20th May, 1921, at 10.30 A.M., at Royal Army Service Corps Pier, W. D. Vessel "HERCULES".
Length:—
Beam:—
Depth:—
Displacement Tonnage:—
Engines:—
Horse Power:—
Knots:—
Working Pressure per square inch:—
Built at Falmouth.
Materials of Construction, Wood to water line, Iron Plated.
Approximate Carrying Capacity, 25 Tons or 100 Passengers.
As she now lies.
A detailed list of fittings to be sold with the ship may be seen at these offices.
The vessel will be open to inspection from 10 A.M. to 4 P.M.
Permits for inspection will be issued on Application at the Auctioneers.
Ship may not be viewed without permit.
Terms:—Cash.
HUGHES & HOUGH,
Auctioneers to the Government.

DAIRY FARM NEWS.

JUST RECEIVED

Consignment of Smoked Fish direct from the

SCOTTISH FISHERIES

Fillets
Haddocks
Kippers

THE DAIRY FARM ICE & COLD STORAGE CO. LTD.

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PEELABLE

STAMP HINGES

BEST QUALITY

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INTIMATIONS

THE CANTON INSURANCE OFFICE LIMITED.

NOTICE TO SHAREHOLDERS.

THE FORTIETH ORDINARY YEARLY MEETING OF SHAREHOLDERS will be held at the Office of the undersigned on THURSDAY the 19th MAY, 1921, at Noon.
The TRANSFER BOOKS and REGISTER of Members of the Company will be CLOSED from the 5th May to the 19th May, both days inclusive.
At this Meeting a Resolution will be proposed dealing with the remuneration to the Consulting Committee.
JARDINE, MATHESON & Co., Ltd.
General Agents.
Hongkong April 28th, 1921.

THE HONGKONG ELECTRIC CO., LTD.

NOTICE IS HEREBY GIVEN that the THIRTY-SECOND ORDINARY GENERAL MEETING will be held at the Company's Office, St. George's Building, on SATURDAY, 21st MAY, 1921, at 11.30 A.M., for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 28th February, 1921, and electing Directors and Auditor.
The TRANSFER BOOKS of the Company will be CLOSED from the 14th to the 21st May, 1921, both days inclusive.
By Order of the Board of Directors,
GIBB, LIVINGSTON & CO., LTD.,
Secretaries.
Hongkong, May 4th, 1921.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the 35th ORDINARY YEARLY MEETING of the Society will be held at its Head Office, Nos. 3 and 4, Queen's Buildings, Hongkong, on FRIDAY, May 27th, 1921, at Noon, for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1920, and of declaring Dividends, etc.
The TRANSFER BOOKS of the Society will be CLOSED from 14th to 27th May, both days inclusive.
By Order of the Board,
C. MONTAGUE EDE,
General Manager.

BRITISH TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the 55th ORDINARY YEARLY MEETING of the Company will be held at its Head Office, Nos. 3 and 4, Queen's Buildings, Hongkong, on FRIDAY, May 27th, 1921, at 12.30 P.M., for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1920, and of declaring Dividends, etc.
The TRANSFER BOOKS of the Company will be CLOSED from 14th May to 27th May, both days inclusive.
By Order of the Board,
C. MONTAGUE EDE,
General Manager.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the 52nd ORDINARY YEARLY MEETING of the Company will be held at its Head Office, Nos. 3 and 4, Queen's Buildings, Hongkong, on FRIDAY, May 27th, 1921, at 12.30 P.M., for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1920, and of declaring Dividends, etc.
The TRANSFER BOOKS of the Company will be CLOSED from 14th May to 27th May, both days inclusive.
By Order of the Board,
C. MONTAGUE EDE,
General Manager.

SEAMEN'S INSTITUTE

FOR the use of all Men of the Mercantile Marine and H.M. Navy.
Reading and Writing Rooms, Billiard Room, Officers' Room, C.P.O.'s Room, Restaurant, Concert Hall, Church.
Private Cabins and beds in Dormitories.
Motor Launch "Despatch".

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SPECIAL NEW MAP OF HONGKONG AND THE NEW TERRITORIES.

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Letters are lying at this Office for:
Borneo P. Q. AD. AP. AW. BF. BG. BR. BV. EX. LM. LR. LW. S.

TO LET—LARGE FURNISHED ROOMS with Verandah. Married couple, or Bachelor. Vacant June 1st. Good board, modern sanitation. Telephone, easy to business centre. Apply Box LV, c/o Daily Press Office.

TO LET—LARGE FURNISHED ROOM. Balcony, Private Bathroom with English Family, Kowloon. Suitable for 1 or 2 Bachelors or Married Couple. With or without board. Apply Box LX, c/o Daily Press Office.

WANTED—FOR 6 months FURNISHED HOUSE on the Peak in exchange for Furnished Flat on the middle level. Reply Box LV, c/o Daily Press Office.

WANTED—YOUNG MAN, English, seeks position. 1½ years business experience. Good French, little Cantonese. Typing, Bookkeeping—Write "P." Daily Press.

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY MEETING of the SHAREHOLDERS of the HONGKONG AND SHANGHAI BANKING CORPORATION will be held at the CITY HALL, Hongkong, on SATURDAY, the 28th day of May, 1921, at Noon, for the purpose of considering and if thought fit of passing the following resolution:—

1.—That the Directors of the HONGKONG AND SHANGHAI BANKING CORPORATION be and they are hereby requested and authorised by and on behalf of the shareholders of the Company to take the steps necessary for the introduction of an Ordinance into the Legislative Council of the Colony of Hongkong and for the enactment of the same by the Governor of Hongkong with the advice and consent of the Legislative Council thereof to effect the amendments necessary to the Ordinances under which the Company is incorporated and carrying on business so as to allow of the capital of the Company being from time to time increased from 20 millions of dollars to 40 millions of dollars.

2.—That the Capital of the HONGKONG AND SHANGHAI BANKING CORPORATION be forthwith increased from \$15,000,000 to \$20,000,000 by the creation of 40,000 New Shares of \$125 each to be issued at the price of 270 on the terms after mentioned. Shareholders on the Eastern Registers to pay for their allotments at the rate of exchange for the Company's demand Bills on London on the day on which the instalments are due.

3.—That the said New Shares be in the first instance, in such manner as the Directors shall prescribe for that purpose, offered to shareholders in the proportion of one New Share for every three shares of which on the 28th day of May, 1921, Shareholders shall respectively be the registered Holders, and that any New Shares not accepted by Shareholders within the time limited by the Directors for that purpose be disposed of and allotted by the Directors in such manner and at such price as in their discretion they shall think best in the interests of the Company.

4.—That the payment of the sum of \$70 per share for each of the said New Shares be made as follows, viz:—

1st. Instalment of £35 on the 1st day of July, 1921.
2nd. and final instalment of £35 on the 1st day of October, 1921.

5.—That the Directors issue to Shareholders, holding shares less than or not a multiple of three, a fractional certificate in respect of each share less than three or in excess of a multiple of three and allot one New Share to every person who shall produce three such Fractional Certificates on or before the 1st day of July, 1921, and pay the first instalment in respect thereof.

6.—That after payment of the first instalment, and pending payment of the remaining instalment, Shareholders in such form as the Directors may determine be issued in respect of such New Shares entitling the holders on payment of the remaining instalment, and subject to such other terms as to approval, date for lodging scrip certificates and otherwise as the Directors may prescribe, to be registered as the owners of the shares respectively represented by such Scrip Certificates.

7.—That interest at the rate of 8 per cent. per annum be allowed out of the profits of the Company on instalments paid in advance of the dates when the same become due, and that registered holders of Scrip Certificates for New Shares be entitled in respect of such New Shares to participate in future dividends on an equality with the old shares, in proportion to the instalments paid up, and from due dates for payment of same.

8.—That interest at the rate of 8 per cent. per annum be charged on each instalment not punctually paid, and be paid with each such instalment.

9.—That all moneys received from premium on the said New Shares be added to the Sterling Reserve Fund. For The Hongkong & Shanghai Banking Corporation.
A. G. STEPHEN,
Chief Manager.

INTIMATION

AMERICAN

CONFECTIONERY.

We have just received

a small consignment of

very High-Class American

Chocolates from the well-

known firm of Bunte

Brothers, Chicago.

A. S. WATSON & CO., LTD.

DEATHS.

BERNARD—At Shanghai, on May 8th. HENRI REMONDO FERNANDES, son of the late Manuel Maria Fernandes. MOLLIER—At Knarborough Place, London, on May 3rd. WILLIAM McLEISH (formerly of Tientsin), in his seventieth year.

WILSON—At Shanghai, on May 8th. LAURENCE WILSON, of the Socony, aged 59 years.

Hongkong Office: 10A, Des Vaux Rd., C. LONDON Office: 131, FLEET STREET, E.C.

The Daily Press.

Hongkong, May 18th, 1921

THE MINERS' STRIKE IN GREAT BRITAIN.

The coal miners of Great Britain have been on strike nearly seven weeks, and there is no confirmation yet forthcoming in the cables of an early settlement. A prediction made by Mr. J. H. THOMAS, M.P., the leader of the railwaymen, that "the coal trouble" would be settled during last week was not fulfilled. There was nothing in the cables to indicate how a settlement was expected to come about. What information came over the wires told us that the railwaymen were growing restive during his absence on a visit to the United States. They were refusing to handle foreign coal, and that the executives of the transport workers and the railwaymen were drifting towards the combined strike which they refused to call officially a month ago.

It may be useful to recall the points at issue. The absurd statement has been made that the situation is the result of a plot between the coal-owners and the Government to bring down wages. The suggestion is that the Capitalists are determined to beat Labour. That story can be at once dismissed. The answer to it is that the policy of the Government is the fully considered policy of Parliament, debated in the hearing of all the world, and finding expression in the Coal Decontrol Bill. There are these further points which are essential to a clear perception of the issue which has plunged the country into the most serious industrial dispute of modern times.

1.—The miners' claim involves (a) Subsidy (b) National Pool. Both these expedients to maintain the present level of wages are contrary to the policy endorsed by Parliament.

2.—The suggestion of a further period of State control of the mines is impracticable, as the miners have refused to accept the principles which Parliament has laid down. They had five months in which to settle their differences before decontrol came, and at the time of the strike settlement last autumn they undertook to do it before March 31st, 1921.

3.—Not only is it vital for the coal industry that it should be on an economic basis, but it is vital for all industries. Keeping up the cost of living in Great Britain. This and the subsidy for the miners would penalise other industries and make them less able to pay wages.

4.—The inherent weakness of the miners' case is that they claim to be placed in a special class by themselves as privileged workers.

The miners have based their claim on the argument that the increases or reductions in wages in all districts should be on a uniform basis, being fixed by reference to the proceeds, from time to time, of the industry as a whole. The financial capacity of the collieries in the different coal-fields varies considerably, and it is clear that the poorer districts could not afford to pay a national rate of wages. The miners proposed, therefore, that in order to make this wage system possible there should be a pool of profits by means of which the more profitable mines might assist the less prosperous. It is admitted, even by the miners, that at the present time there is not a sufficient reservoir of profits from the good collieries to make up the deficits which would be incurred by the less profitable collieries if wages were maintained at a level which the miners are willing to accept. Therefore, they claimed that the coal-mining industry should receive a subsidy from the State until times are normal. Mr. HODGKIN has put this subsidy at £100,000,000. That is only the first instalment. There is no guarantee that it would be the last.

What are the owners' proposals? They agreed that wages in each district should be fixed on principles settled nationally, but they contend that in the application of these principles each district should be treated as a separate unit. They maintain, further, that the level of wages in each district should be fixed by reference to the financial capacity of the average colliery in that district, and not by reference to the financial capacity of the industry as a whole. Accordingly they proposed new rates, fixed on this basis in each district, and offered that their books should be open for inspection so as to remove any doubts that the rates had been fairly calculated. The reply of the Miners' Federation to these proposals was to instruct their branches not to discuss these proposed district rates. The owners maintain that any system of pooling profits is fatal to efficiency and enterprise. It provides a guarantee for the inefficient management at the expense of the enterprising and efficient. Such a system is fundamentally bad, and militates against progress by penalising active and sound management, and guaranteeing an advantage to slack and badly conducted management.

It will thus be seen that there are fundamental differences between the men and the employers which cannot be permanently settled by compromise. That the strike is having a disastrous effect on the general trade of the country is a circumstance which does not trouble the consciences of the miners. They care for nothing but the complete satisfaction of their demands, and the question that has to be decided now, one way or the other, is whether the Government shall, against its own will and the will of Parliament, be compelled to heavily subsidise an industry out of general taxation in a way which must be for all other organised branches of labour, a precedent to which they can appeal whenever they may choose to put forward similar demands. The gravity of the struggle now in progress cannot be camouflaged. The real question at issue is the continued existence of the Constitution—whether the destinies of the nation shall be ruled by Parliament or by the tyrannical exercise of the combined strength of great Labour organisations whose concern is not for national prosperity but for remuneration beyond what the industry earns. Once it is satisfied, as it is, that the miners are getting a reasonable share of the earnings of the industry, the Government in the interests of the whole nation—miners, railwaymen and transport workers, included—is bound to fight this menace with all the resources it can command, and in such an effort it should engage the support of every loyal citizen who has a care for the welfare and prosperity of the country.

The health return for the three days ending May 10th shows one fatal case of plague and one case of cerebro-spinal fever.

A Peking report states that the air mail service between Peking and Shanghai will come into operation commencing from next month.

A recent telegram from Vladivostok states that the number of plague cases is increasing, with a larger percentage of Russians among the victims.

A salt fish dealer of Des Vaux Road West, was fined \$50 by Mr. R. E. Lindsell, at the Magistracy, for having in his possession a false scale which worked at 13 per cent. against the purchaser.

A Chinese woman was removed to the Government Civil Hospital from No. 31, Third Street, West Point, on Sunday. She was found unconscious, by the police, suffering from injuries to her head alleged to have been caused by a man who attacked her with a stool.

Consequent upon the retirement from the Harbour Office of Mr. M. McIver, who left for Home with his wife and family on the s.s. *Kamo Maru*, Mr. C. J. Thomson has been appointed to the position of First Boarding Officer and the position of Second Boarding Officer will be filled by Mr. S. P. Leigh.

The Onaka Electric Light Plant Company, on the 9th instant, discharged 887 employees who were agitating against the terms of settlement of a protracted dispute. The company is now obtaining its supply of current from neighbouring power companies. Six hundred police were mobilised in preparation for emergencies.

A Chinese boy had a bad cycling accident on Sunday. The machine got beyond his control in running down a slope and collided with the railings of a nullah. The boy was thrown over the railings by the impetus and received serious injuries by striking the granite wall of the nullah. He is now lying in the Kwong Wah Hospital in a critical condition.

But for the alertness of the military guards of the passenger boat *Choi On* of the Canton-Kowloon line, and their successful defence, says our Canton contemporary, the passengers of the boat would have been robbed by a band of pirates who recently attacked the boat when she was on the way to Kowloon. Although the pirates were defeated in attack, all of them succeeded in making their escape.

It is mentioned in one of the leading Chinese newspapers of the North that some 500 persons are employed as "advisers of the Cabinet" in Peking. They are chiefly ex-officials of the Manchu regime as well as of the Republican regime, and are divided into four classes according to their monthly pay. Those belonging to the 1st class receive \$500, and those belonging to the last class receive \$300 per month each.

An official telegram to Peking from Sianfu reports that Mr. Stevens, of the China Inland Mission has been captured by rebels at Fengsiangfu and is being held as a hostage. Mr. Stevens is a British subject and has been stationed for some time at Fengsiangfu, with his wife. The telegram says nothing about ransom being demanded and it is, therefore, believed that the rebels are holding him with a view to bringing pressure upon the Shensi Authorities. The British Legation has made the necessary representations to the Chinese Government.

THE CANTON-SAMSHUI RAILWAY.

"CORRUPTION PRACTICALLY ABOLISHED."

The following is reproduced from the *Canton Times*—

Due to the able management of the Canton-Samshui Railway under the new Managing Director, Mr. Hsia-Chung-min, corruption among the railway employees has practically been abolished, and the earnings of the railway have increased by leaps and bounds as compared with the earnings of the line under its previous managing directors.

The daily receipts of the railway since its operation, more than ten years ago, never exceeded \$3,000, until Mr. Hsia took control of the line, and he now reports that the daily receipts have even reached the \$4,000 mark on several occasions. While the monthly earnings of the line under its previous managing directors never exceeded \$90,000, the last monthly report of the railway showed the figure \$147,000.

According to Mr. Hsia, there were corrections in the buying of railway supplies, the selling of passenger tickets, smuggling of cargoes and opium, but now all these corruptions have been detected and removed, and this explains the increase in the railway's earnings.

It is understood that many other reforms will be introduced, such as the granting of bonuses to the workers of the railway, the introduction of educational work among the employees and the insuring against accidents for their benefit. Much satisfaction among the railway workers is evidenced.

CABLES.

LATEST CABLES.

(THROUGH REUTER'S AGENCY.)

SINN FEIN OUTRAGES.

WOMAN RIDDLED WITH BULLETS WITH HUSBAND.

LONDON, May 17th.

There were 20 to 40 violent deaths reported from Ireland during the week-end.

The country is horrified at the brutal murder at Gort, Co. Galway, of the District Inspector of Police Captain Blake and his young wife, and of Captain Cornwallis and Lieutenant MacCreedy both of the 17th Lancers, who were motoring from a tennis party when they were ambushed.

The assassins ordered Mrs. Blake away, but she heroically refused to leave her husband, whereupon all four were riddled with bullets.

Captain Cornwallis was a member of a prominent Kent family. His two brothers were playing for Kent against Hampshire when the news arrived, and they withdrew from the match.

AALAND ISLANDS.

RECOMMENDATION OF LEAGUE COMMISSION.

LONDON, May 17th.

The Aaland Islands Commission of the League of Nations has recommended that the islands be handed over to Finland, subject to certain guarantees.

U.S. TAXATION.

INTERESTING LEGAL DECISION.

WASHINGTON, May 17th.

An important decision affecting millions of dollars of Government revenue has been given in the Supreme Court, under which an increase in the value of any asset must be considered as part of the profits from the taxation point of view.

The case concerned the La Belle Iron works, which purchased a property for \$100,000 in 1904, which was valued at \$100,000 in 1917. The company must now pay taxes on the increase.

GENERAL ELECTION IN ITALY DISTURBANCES IN RURAL AREAS.

ROME, May 17th.

Though the elections have been orderly in the chief cities, disturbances in the rural districts have resulted in casualties, which are variously estimated at 8 to 15 killed. It is already evident that the Communists have been badly defeated.

EARLIER CABLES.

NOW IN PROGRESS.

ROME, May 16th.

The General Election is proceeding, the polling being of the heaviest. The pro-Giolitti Coalition, consisting of Conservatives, Liberals, and Democrats, supported by the Nationalists (the Fascisti), are already claiming a triumph over the Catholic Popular Party, the Socialists, and the Communists.

AUSTRALIANS V. UNITED SERVICES.

HOME GOOD SCORING AT PORTSMOUTH.

LONDON, May 16th.

At Portsmouth, in sunny weather, before an attendance of six thousand, the Australians finished their innings for 395, to which the United Services replied with 290 for 9 and declared, Capt. Fowler scoring 65.

In their second innings the Australians have made 5 runs for one wicket.

The pitch was in good condition and on the fast side.

COUNTY RESULTS.

Notts beat Surrey by seven wickets. Warwick beat Derby by eight wickets.

FOOTBALL ASSOCIATION CHARITY SHIELD.

WINNERS OF THE CUP DEFEAT LEAGUE CHAMPIONS.

LONDON, May 16th.

The match for the Football Association Charity Shield resulted in Tottenham Hotspur (the Cup winners) defeating Burnley (English League champions) by 2 to nil, at Tottenham.

FAR EASTERN CABLE NEWS.

(THROUGH REUTER'S AGENCY.)

CROWN PRINCE OF JAPAN.

VISIT TO ALDERSHOT.

LONDON, May 17th.

In glorious weather, Prince Hirohito arrived at Aldershot. The visit was marked with every honour and distinction that the garrison could pay. Prince Hirohito, who was accompanied by Admiral Konanuri, was received by Lord Cavan. A salute of 21 guns was fired, the Japanese standard was hoisted and the Japanese anthem was played. At a parade the Coldstream Guards gave the royal salute.

After reviewing the Guards, Prince Hirohito paid a series of visits.

LONDON, May 16th.

Prince Hirohito received an ovation while visiting the Henley military aerodrome, where he was received by the Duke of York, the Minister of Air, and the heads of the Air Force. The Duke of York conducted the party around the hangars and workshops. After luncheon H.I.H. witnessed air-drill and bombing practice. There were thousands of spectators. The Prince then motored to Greenwich Observatory, being cheered by the masses of people, who were spending the holiday in the Park, and dined at the Naval College.

ANGLO-JAPANESE ALLIANCE AND UNITED STATES.

KANSAS CITY, May 17th.

Addressing the St. Andrews Society Sir Auckland Geddes denied that there was any possibility of Great Britain being drawn into a conflict with the United States, owing to the Anglo-Japanese Alliance. He declared that such rumours were German propaganda, and emphasised the fact that the treaty, specifically provided that it would not operate against any nation with which Great Britain, or Japan, had a general arbitration treaty, and such a treaty existed between Great Britain and the United States in the form of the "Peace Commission Treaty."

PROBLEM OF OPIUM EVIL.

LONDON, May 17th.

In a letter to the *Times*, Sir W. J. Collins, dealing with the progress made through the League of Nations towards the universal and effective execution of the International Opium Convention, declares that there is little doubt that the production of opium and morphine, and probably of cocaine, in recent years has greatly exceeded any conceivable legitimate or medical use. As long as this is so suppression of their abuse is doomed to failure. Control from the source and international co-operation are essential to combat the evil.

MINERS' STRIKE.

ATTITUDE OF BELGIAN DOCKERS.

ANTWERP, May 16th.

The dockers have decided to resume work, in view of the passivity of the Dutch and French dockers towards the British labour appeal not to handle coal destined for Great Britain.

FRANCO-AMERICAN LOAN.

NEW ISSUE OF FRENCH BONDS.

PARIS, May 16th.

The *New York Herald* states that negotiations have been almost completed at Paris, through Mr. Lamont, of Messrs. F. P. Morgan & Co., for a new issue of French bonds in the United States to the amount of \$100,000,000.

ARMS GERMANY HAS SURRENDERED.

In a written reply to Lieut. Colonel Claude Louthier, Mr. Bonar Law states that the following armaments have been surrendered by the German authorities to the Allied Control Commission between the Armistice and February 24th last:—
Guns..... 37,319
Machine-guns..... 75,664
Rifles and carbines..... 3,317,065
Loaded shells..... 33,263,515
Small arms ammunition..... 400,413,400 rounds
Aeroplane..... 15,308
Included in the total of guns surrendered are 6,000 guns under construction, which have been destroyed.

OUR LONDON LETTER.

BRITISH LABOUR AND COMMUNISM.

THE NEW CHANCELLOR OF THE EXCHEQUER.

(FROM OUR OWN CORRESPONDENT.)

LONDON, April 7th.

THE COAL STRIKE.

In some quarters there is a disposition to charge Ministers that they underrated the seriousness of the coal strike. But this is far from being in accord with the facts. The moment it was seen that the miners meant to cease work the Cabinet quietly appointed a Strike Committee, with Sir Eric Geddes as chairman, to make all arrangements for safeguarding the life of the community. Sir Eric Geddes has undertaken the same task on at least three previous occasions with a success that entitled him to confidence now. The precautions taken were based on the assumption that the worst might happen, and that it was foolish to leave anything to chance.

Whatever mistakes our rulers may have made in dealing with the industrial situation, they cannot be accused of letting the extremists, who are at the bottom of our troubles, steal a march on them. It was fortunate, too, that Parliament was due to meet before the area of the contest widened, so that the representatives of the people were able to discuss the issues at stake. The country was able to see what it was up against. The stoppage called by the miners was in fact a struggle between "direct action" which we have been made so familiar, and Parliamentary Government.

LABOUR POLICY.

It is a defect of the Parliamentary Labour movement that so many of the delegates regard themselves as mere registration machinery on behalf of the branches of the various Trades Unions, without any freedom or power to express any opinion except that of the little local caucus that sends them to the conference. The shrewd members were well aware from the outset that the miners' policy was one of suicidal madness, but they allowed themselves to drift with the tide.

WHAT OF THE FUTURE?

As usual, in big strikes like this of the miners, time is wasted at the outset by opposing parties striving to cast blame on each other. They are all immensely concerned to impress the public that they are in the right, and that it is the other fellow who is the villain of the piece. The miners and the coal-owners were naturally concerned over the rates of wages and output, but plain John Citizen, outside the area of the conflict, is ignored. Yet he is the party chiefly concerned when it comes to the final settlement.

Generally speaking, the feeling in the country among all sorts and conditions of people is one of exasperation. Just as it was hoped that trade was about to get under way again this blow was struck. The Government is blamed for suddenly throwing over control of the mines, as it is said that, given a little more time, the men and the masters would have been able to come to some arrangement. The fact is that the Government, in the prevailing official panic for economy, determined to end control of the mining industry as a loss of 25,000,000 a month was being incurred, and it was thought that by suddenly bringing the owners and the men face to face with the economic position, some sort of agreement would have to be reached.

On the other hand, it was impossible for the owners to concede more than a certain sum in wages if the mines were to be carried on without loss; while the men—or, rather, the extremists speaking in their names—counted on being able to bluff both the owners and the Government into conceding all their demands. Their trump card was the order to call out the safety men and flood the mines, and it was a most disconcerting factor in their calculations that this desperate throw of the dice in the gamble for supremacy was a failure. Incidentally, this one act definitely set the whole nation against the miners and their spokesmen. It removed the quarrel out of the category of a wages dispute and placed it in a class apart as an insane and wicked attempt at Bolshevism.

NEW POLITICAL TUDOR.

The secession of the Communists from the Independent Labour Party, to which reference was made in my last letter, discloses the interesting fact that the total membership of this "Left Wing" of the Socialists does not amount to 1,000 in the entire country. The Communists wanted to pledge the I.L.P. to support the Moscow resolution for the "heavy class-war" leading to Revolution as desired by Lenin, but the I.L.P. would have nothing to say to the proposal. Hence the secession of the extremists.

Perhaps the real significance of what has just happened is best illustrated by the statement of Mr. Philip Snowden, himself an out-and-out Socialist, and Treasurer of the I.L.P., to a *Times* interviewer. Mr. Snowden stated that the secession was to be welcomed, because "it took out of the Party incompatible elements which had been a hindrance to the work during the last year or two."

He added that now it was known these people had gone, others, who were no longer connected with the I.L.P., would come back, as they had left "because of the disruptive activities of the Communists."

The seceders have been noisy out of all proportion to their numbers and influence, and they are mainly responsible for the absurd action, cleverly spread abroad, that British Labour is revolutionary.

POPULAR PROMOTIONS.

Sir Robert Horne's appointment as Chancellor of the Exchequer in succession to Mr. Chamberlain adds yet another brilliant success to an exceptionally brilliant Parliamentary career. Sir Robert has only been a member of the House of Commons since December, 1918. Within a few months of taking his seat he became Minister of Labour, and in 1920 President of the Board of Trade. His advancement is wholly due to his conspicuous ability and special aptitudes. Born in 1871, he is "a son of the manse," and ever since his student days he has been a strong supporter of Scottish Unionism. In the war he attained the rank of Lieut.-Colonel in the Royal Engineers, and was Assistant-General of Transportation in 1917. In the following year he was transferred to the Admiralty, where he rendered services of the greatest value.

The appointment of Mr. Stanley Baldwin, the Unionist member for the Bowdley Division, to succeed Sir Robert Horne at the Board of Trade is also very popular. He has been Financial Secretary to the Treasury since 1917. The Overseas Department of the Board of Trade has for its new chief Sir Lloyd Greame, Coalition Unionist Member for the Hendon Division since 1918. He was a barrister till the war, in which he served for three years, and afterwards did well on several Parliamentary Committees.—H.B.

COAL STRIKE DEVELOPMENTS.

LONDON, April 17th.

THE PUBLIC AND THE STRIKE.

Writing on the eve of the threatened coal strike supported by the other two partners in the Triple Alliance, railwaymen and transport workers, it is interesting to note how the country takes this attempt to obtain a stranglehold on its very existence. The situation is unprecedented, but the public remains quite calm. As one moves about one hears it said on all sides that nothing matters now except the plain duty of supporting the Government. It is regarded as the paramount duty of every good citizen to back up the Executive in the efforts made to defeat the machinations of the Socialist gang of revolutionaries who have cunningly captured the Trades Unions and engineered the present crisis.

I learn that stocks of coal in the country are sufficient for one or two months' normal consumption, and they will last longer than that under the scheme of restricted supply which has been promptly put into operation. Even if the railways are unable to handle coal by the action of the Union, there will be plenty of volunteers to convey supplies of material transport. Elaborate arrangements were made long ago to meet such an emergency, as has now arisen.

The amount of transport at the disposal of the Government is considerable, and it can be easily augmented from private sources. People are showing themselves ready to place their motors at the service of the authorities. The Transport Ministry has a list of volunteers, and there should be no difficulty in organising a service to keep up the distribution of food.

PARLIAMENT AND THE STRIKE.

During the strain of the industrial crisis the House of Commons has played a distinguished part, to the great advantage of the public. Our institutions are often sneered at, by those who ought to know better, for their alleged inability to adapt themselves to the needs of the time, but on this occasion, at all events, they have shown an adaptability and an elasticity of the utmost value. The Commons have had almost daily discussions, which enabled Ministers to keep the country informed of the developments, and permitted private members to make their contribution to the cause of peace. Full advantage has been taken of these opportunities, and the House of Commons has seldom risen more completely to the height of an emergency.

It is only fair to allow the Labour Members their share. They have been under great difficulties. They had no part in deciding the policy of the Miners' Federation, and yet found themselves expected to give their full Parliamentary support. They have made no complaint in public, but I understand behind the scenes they have given the miners' leaders a plain warning that their help cannot be expected on similar terms in the future. The importance of this is apparent. The complete divorce of the political and the industrial sides of the Labour movement is fatal to its effectiveness.

LABOUR DIFFERENCES.

It has been evident from the first that the miners put themselves in the wrong, even with their Labour friends, by their attempt to apply coercion by allowing flooding. This act of the miners angered at first the Labour spokesmen like Mr. Clynes and later Mr. Arthur Henderson and Mr. Thomas objected to them with more emphasis. They knew very well that the miners were completely in the wrong with public opinion on this matter. Pressure was applied personally and through the other branches of the Triple Alliance on the Miners' Federation, and there was a strong demonstration of opinion from the House of Commons. In the result the miners, in return for a mere technical concession, gave way on the substantial point that was at the heart of the country's industrial future, must not be endangered.

During these critical days Mr. Clynes, chairman of the Labour Party, has appointed his friends, who are not confined to one side of the House of Commons. He has been stiff in his attitude, and his speeches have been tempering in tone, probably because he was a whole-hearted supporter of the policy he had to expound. Mr. Henderson seemed too much disposed to stand on his dignity, and Mr. J. H. Thomas has followed his usual meteoric course, which even the most skilful political astronomer could explain or forecast. On the whole, his influence has been on the side of peace.—H.B.

THE HOUSING PROBLEM IN PEKING.

NEW RESIDENTIAL SECTION PLANNED.

In view of the increasing demand for foreign houses in Peking the following information circulated by Reuter should be of public interest.

La Direction Generale des Travaux de la Ville de Peking has decided to establish on the site of the old Examination Hall a residential quarter for both Chinese and foreign. In this quarter there will be erected 81 residential houses of three different classes. Houses of Class A will each occupy an area of 2 mow of land, and will be two-storied buildings with basements, comprising entrance hall, 3 bedrooms, 2 sitting-rooms, 1 drawing-room, dining-room, cloak-room and lavatory and bath-room with a one-storied outhouse, including servants' quarters, kitchen, pantry and garage, and having a garden on the South side of the building. Houses of Class B and Class C will be similar to those of Class A, with the exception of the number of bedrooms and sitting rooms and the garden area will be reduced so that they will occupy 1.25 and 0.7 mow of land respectively. All houses are to be built with verandahs and are to face south, so that they may be comfortable in summer as well as in winter. Architects have already been invited to offer designs for the various classes of buildings, and prizes will be awarded in open competition for the most suitable designs submitted. The best designs submitted will be used as the standard for the three classes of buildings in order that uniformity may be obtained. There is to be built in the centre of the quarter a principal building, consisting of a main hall, a restaurant and club-rooms. In addition various tennis-courts, skating-rinks and public gardens will be laid out. All these which will be open to those who reside in the quarter, will be built at the expense of the Direction Generale. Roads, drains, sewer mains and water-supply pipes, excluding those to be placed inside the residential houses, are also to be built and laid at the expense of the Direction Generale. The residential houses are to be built by those, either foreigners or Chinese, who wish to lease land and occupy houses in accordance with the following regulations:—

1.—Leases. The leases of the land shall be for 30 years, dating from the day of application, and the cost of the land shall be 2,500 Peiyang Dollars per mow payable in advance. No additional rental shall be charged during this period and renewal of lease shall be permitted.

2.—Leaseholders. Either foreigners or Chinese may lease such land, if the following requirements be satisfied:—
(a) The lessee shall have had an adequate education.
(b) He shall be engaged in a legitimate business.

(c) He shall bind himself to obey all regulations governing the management of the quarter; and, if he be a foreigner, a guarantee shall be obtained from the Minister or Consul of his Government.

(d) He shall himself occupy the house erected on the land leased but in case of absolute necessity for subletting the house to another person, the approval of the Direction Generale shall first be obtained.

(e) A lessee shall have the privilege of access to all parts of the buildings and places planned for the use of the community of this quarter. The houses shall be constructed in accordance with the general designs adopted by the Direction Generale, but the interior arrangements shall be left to the discretion of the leaseholder. Houses of Class A will cost approximately 10,000 Peiyang Dollars and those of Class B and Class C 8,750 and 7,000 dollars respectively. All construction shall be carried out and managed by the leaseholder and shall begin within 6 months after the signature of the contract, and be completed in 18 months' time from the commencement of the work.

CHINA'S REPRESENTATIVES ABROAD.

UNWILLING TO RETURN IN A BODY.

A northern contemporary states that the six Chinese Ministers abroad who were summoned home a short time ago for a conference on important international problems of the day are understood to have replied that it would not be to China's welfare for all of them to return at once and suggesting that, if they must all be home shortly it would be more advisable for them to return one at a time. It is pointed out in these replies that new developments in the European and American situations may be expected at any moment. Their replies have impressed the Government with the result that the contemplated conference has been called off and telegraphic orders have been issued to the Chinese Legations instructing them to exchange views and select which shall be the first to come home.

BRITISH DIVORCE IN CHINA.

There was posted on the notice board at H.M. Supreme Court, at Shanghai, on May 7th, a copy of the China (Amendment) No. 29 Order in Council of 1920, which makes provision for jurisdiction by the Court in the matter of divorce. The amendment is to Article 101, relating to matrimonial cases, and deletes the exception formerly existing whereby the Court had no power to deal with the dissolution of marriages. It should be pointed out, says a statement in a Northern contemporary, that the new jurisdiction applies only to the cases of parties who are domiciled in China; that is to say, of British subjects permanently resident in this country who have no intention of returning to England. Divorce jurisdiction at Home is based on the same principle.

A STRANGE RELIGIOUS SECT IN JAPAN.

EXTRAORDINARY DISCOVERY IN JAPAN.

It has just transpired that on February 12th the headquarters of the Omotokyo, a religious sect at Ayabe, were searched by a party of judges, procurators, and more than two hundred police, for evidence in support of allegations of blasphemy and the publication of matter inimical to the constitution. The publisher of the *Taisho Nichi Nichi* was arrested on the same day.

The raid on the headquarters of the so-called religious sect of the Omotokyo, resulted in charges of *lese majeste* being brought against the leaders, who were arrested. Papers, "scriptures," images and altar fittings were seized and confiscated.

Secret rooms and passages were discovered in which was a box containing two million yen in gold, and diamonds, together with valuable swords and other weapons.

Other discoveries that resulted suggest the existence of a colossal scheme, alleged to be of an anti-dynastic nature. The length of time that has elapsed between the discovery and the publication of the facts indicates that the movement has been squashed.

NEW STEAMER FOR THE YANGTZE GORGES.

Mrs. H. E. Arnold performed the ceremony of launching the str. *Juning*, intended for passenger and cargo service through the Yangtze Gorges, at the Yangtzepoo Dock, Shanghai, last week. The vessel was shipped out from the Builders, Messrs. Yarrow & Co., of Glasgow, in the "knock down" state, and constructed at the yard of the New Engineering & Shipbuilding Co.

By a curious coincidence, remarks the *N.Y. Daily News*, H.M.S. *Kinshu*, until recently the flagship of the Yangtze Patrol, and the first riverboat put together by the New Engineering & Shipbuilding Co., 23 years ago, was in dry dock alongside the new ship. The comparison of the two types of vessel, as was pointed out by Mr. A. W. Brankston, at the reception which followed the launching, showed the rapid advancement which has been made in the construction of vessels intended for the navigation of the Gorges.

AN INDIAN LOAN.

GREAT RUSH FOR A 7 PER CENT. SECURITY.

A London message of April 21st states: The Bank of England has issued a prospectus of the Government of India seven per cent. loan. The loan is issued at par in stock or bearer bonds mutually convertible without loss. Bonds will be in denominations of £50, £100, £500, and £1,000. The first closing on April 25th. Bonds will be repayable in 1928 at 102 or in 1931 at par and are convertible into India three per cent. on a basis of 102 in 1922 and 100 in 1923.

A later message says that the Indian Government loan list which opened in the morning closed at three o'clock in the afternoon. It is understood that the loan has been oversubscribed. There has been a great rush for prospectuses and the Bank of England supply was exhausted before noon.

A telegram despatched on April 22nd says: "There is an extraordinary rush for the Government of India seven per cent. loan. The lists closed after a few hours. The banks were so inundated with applications that supplies of forms ran out. Firms hastily bought up newspapers in which the prospectus was printed."

The *Times of India* financial correspondent states that the announcement of a high rate loan by the Secretary of State is upsetting Indian security markets at a juncture when the Indian legislative chambers are desirous of rehabilitating Indian securities and when the Government of India is contemplating the issue of a large rupee loan. He urges that the India Office should have no right of interference with the fluctuation of rupee loans and it should not put up any fancy price loan with the option of conversion on the London market until the rupee loan market in India is fully tested.

NEW TELEPHONE.

The following cables are taken from Indian papers:—

LONDON, April 19th. The report of the long distance telephone has aroused the greatest interest in London. There is considerable speculation as to the possibility of its being opened up and the Post Office experts are giving it every consideration.

Signor Marconi, interviewed, said that he considered it a wonderful achievement, though he pointed out the difficulties in connection with maintaining the telephone wire over long distances such as from England to India. He considered wireless telephony probably the most suitable. It is expected in the near future to bridge the Atlantic by such means. He is leaving to-morrow for Italy on board the Yacht *Electra* in order to conduct experiments in wireless telephony between England and the Mediterranean.

LONDON, April 13th. Declaring that the annihilation of distance is of incalculable importance to a fuller life for the peoples within the Empire, a leader in the *Times* says the thermionic valve, which made the telephonic marvel called yesterday possible opens up vistas of the Premier of Britain daily. Within five months the distance of telephonic communication has been multiplied tenfold. Within a little time homes, commercial houses, and Empire rooms scattered throughout the Kingdom are to be connected. Even this is only a stepping stone. We cannot rest until quick air transport brings the Dominions and India close to the life of Europe.

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DIVORCE LAW REFORM. DESERTION AS A GROUND.

In the House of Lords, on April 12th, in Committee on the Matrimonial Causes Bill, Lord Buckmaster moved that three years' desertion should constitute ground for divorce. He had never understood why a single act of physical infidelity should be permitted to destroy the entire marriage bond, while infidelity of soul, of which infidelity of the body was nothing but a piece of evidence and might be transient, should not be permitted to have any effect at all. Repudiate one tie and the marriage could be dissolved; repudiate all the ties and the marriage could not be dissolved. It was conceivable that a man could commit an act of adultery and none the less be restored with perfect devotion and affection to his wife, and yet the law allowed him to be divorced; but if a man abandoned his wife and left her penniless that woman had to go for ever without divorce. He had had a leaflet sent to him headed "Marriage Defence Council," in which it was stated that "Lord Buckmaster's bill provides that any man or woman who cares to leave his or her spouse can, whether there be reason for desertion or not, obtain a divorce at the end of three years." There never was a single syllable in the bill to justify that statement. That bill merely provided, as this bill would provide, if his amendment were carried, that any married person could apply to the High Court to dissolve his or her marriage on the ground that the other party had deserted the applicant for a period of at least three years. The definition of desertion was wilful desertion without the consent and against the will of the other party to the marriage, and without reasonable cause. The leaflet had been circulated broadcast, and on it appeared the names of Lord Selborne, the Duke of Northumberland, and Father Bernard Vaughan. He had received numerous letters in connection with the circular. He did not believe the misery caused by the desertion of one party to a marriage was the will or order of God. He believed it was made by man and could be relieved by man. Their lordships now had the opportunity to do so.

Lord Gorell said that on the merits of making desertion a ground for divorce he agreed with Lord Buckmaster, but one had to turn from the question of merits to a consideration of how the inclusion of this amendment would affect the fortunes of the bill. His only object in introducing the measure was to get as much done as was possible. In his belief, if it was left in its present form the bill had a very reasonable chance of passing into law; but if the proposed amendment were accepted the bill would be faced with the most relentless hostility not only in their lordships' House, but in the other House. If the amendment were carried, he would ask their lordships to relieve him of the responsibility of remaining in charge of the bill. There was nothing in it which would prevent further progress being made should public opinion demand it.

The Bishop of Norwich said the present was a very unsuitable moment in which to accept this amendment. The time when we were reaping the results of hasty war marriages was not the right time for determining in a deliberate manner what marriages always ought to be. He believed the proposed amendment would encourage people lightly to get married with the idea, consciously or unconsciously in their mind, that when they had enough of it they could easily get out of it.

Viscount Haldane said there was a power greater than that of either Parliament or the Church, and that was the power of general opinion, which right through had decided that the marriage tie was not to be indissoluble for all causes, and that there were some causes which must be recognised. Anxious as he was to do nothing to make divorce easier or to interfere with the binding character of marriage, yet he could not bring himself to give a vote which would mark him as having said that a distinction which was artificial was any longer to be maintained. If the Church had taken up the attitude that marriage was sacred and could not be gone back upon that attitude would have been consistent. But the Church had not done so. It had accepted all sorts of things. It had accepted marriage before a registrar, which showed that the determining standard in these matters was public opinion, and it was because he felt that public opinion had said that the repudiation of the marriage tie by desertion was equivalent to repudiation by adultery that he supported the amendment.

The Archbishop of York said the real question was not whether their lordships should express a view in favour or against the inclusion of desertion as a ground for divorce, but whether they desired to tack that ground on to the bill as a cause for divorce. It had been shown that to do so would be fundamentally to alter the whole bill and prejudice its chance of receiving support in the country and in the House of Commons. Was it worth while jeopardising anything of value in the bill in order to reassert an opinion which their lordships had already expressed?

On a division the amendment was carried by 66 votes to 48. Lord Gorell intimated that in view of the decision of the Committee he could no longer accept responsibility for the bill.

Lord Buckmaster said that in those circumstances he would be prepared to take charge of the bill during its subsequent stages.

The Archbishop of Canterbury proposed, in view of the change which had been made in the grounds for divorce by the adoption of Lord Buckmaster's amendment, to insert a new clause, protecting the clergy against any suit, penalty, or censure, owing to the refusal to publish banns of marriage or the solemnisation of marriage of divorced persons.

The clause was agreed to and added to the bill.

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Method.—Put the semolina into a pan with the milk and let it boil, add sugar, and beat well. Now add yolks of eggs, cream, and lastly whites, beaten stiffly. Pour into a greased soufflé tin, cover with greased paper and steam for 1 hour. Turn out and serve at once.



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THE NEW FRENCH REMEDY
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3
Sole Agents: M. J. C. Chemists.

HONGKONG TIDE TABLE.

From May 18th to 24th, 1921.

HIGH WATER.				LOW WATER.			
Day of Week or Month	Day of Month	H'kong Standard Time.	Height.	Day of Month	Day of Month	H'kong Standard Time.	Height.
Wed.	18	h. m.	ft. in.	h. m.	ft. in.	h. m.	ft. in.
		7 38	5 8			0 39	2 1
Thur.	19	7 40	5 2			1 23	2 3
		8 38	5 1			1 16	2 3
Fri.	20	8 12	6 5			1 49	2 5
		9 21	4 9			2 55	1 2
Satur.	21	8 42	6 8			2 21	2 6
		10 21	4 7			3 35	0 9
Sun.	22	8 13	7 0			2 52	2 7
		11 9	4 5			4 14	0 8
Mon.	23	8 42	7 1			3 25	2 8
		11 16	4 8			4 54	0 7
Tues.	24	10 10	7 0			3 53	2 9
						5 26	0 8

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Also SHANGHAI, PEKING, YOKOHAMA, MANILA.

Other Offices: LUDGATE CHURCH, LONDON, E.C.

DODWELL & CO., LIMITED.

Regular Sailings to

NEW YORK and/or BOSTON

S.S. "BOWES CASTLE" ... sailing on or about 18th May.

Via Suez or Panama Canal at Owners' Option.

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

PIUMI having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR BRINDISI, VENICE & TRIESTE
via SINGAPORE, PENANG & COLOMBO.

S.S. "PERSIA" ... sailing on or about 19th May.

FOR SHANGHAI

S.S. "INNSBRUCK" ... sailing on or about 31st May.

Passengers' Luggage can be insured at the Office of the Agents.

NATAL LINE OF STEAMERS.

Regular Passenger and Cargo Service to

SOUTH AFRICAN PORTS from CALCUTTA & COLOMBO.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED,

Agents.

N. Y. K.**NIPPON YUSEN KAISHA**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA or VANCOUVER via Manila, Keelung, Shanghai & Japan ports

Cargo to/Overland Points U.S. in connection with Great Northern Northern Pacific and Chicago, Milwaukee & St. Paul Railways.

FUSHIMI MARU (omitting Manila) ... Tuesday, 21st May, at 11 a.m.
KATORI MARU ... Friday, 17th June, at 11 a.m.
KASHIMA MARU (omitting Manila) ... Tuesday, 14th July, at 11 a.m.
SUWA MARU ... Friday, 30th July, at 11 a.m.**LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said and Marseilles.**ITO MARU ... Friday, 27th May, at 11 a.m.
ATSUTA MARU ... Friday, 10th June, at 11 a.m.
SHIDZUKA MARU ... Friday, 24th June, at 11 a.m.**HAMBURG, LONDON, HULL & ROTTERDAM.****LIVERPOOL & MARSEILLES via Suez.****MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.**AKI MARU ... Monday, 23rd May, at 11 a.m.
TANGO MARU ... Tuesday, 21st June, at 11 a.m.
NIKKO MARU ... Tuesday, 19th July, at 11 a.m.**NEW YORK via Panama.**

TOBA MARU ... Middle of June.

SOUTH AMERICAN PORTS via CAPE.

AWA MARU ... Saturday, 18th June.

BOMBAY & COLOMBO via Singapore.

TAJIMA MARU ... Sunday, 22nd May.

CALCUTTA & RANGOON via Singapore & Penang.

NAGATO MARU ... End of May.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

TANGO MARU ... Sunday, 22nd May, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.MURORAN MARU ... Friday, 30th May.
KAGA MARU ... Thursday, 28th May, at 11 a.m.
BUYO MARU ... Sunday, 30th May.
TOMIURA MARU ... Monday, 30th May.For further information apply to—**NIPPON YUSEN KAISHA**S. YASUDA, Manager.
Telephone Nos. 293 & 282.**YAMASHITA KISEN KAISHA**
(THE YAMASHITA S.S. Co. Ltd.)**REGULAR FREIGHT & PASSENGER SERVICE**
BETWEEN
KEELUNG, HONGKONG & HAIPHONG

Sailing from Hongkong.

FOR HAIPHONG via Pakhoi

S.S. "HOZU MARU" ... on or about 24th May.

FOR KEELUNG via Swatow & Amoy

S.S. "TAIKWA MARU" ... on or about 24th May.

For further particulars, please apply to—

M. KOBAYASHI,

Agent,
Top Floor, King's Building,
Tel. No. 140.Branch Office,
No. 37, Bonham Street, West,
Tel. No. 165.**ENGLISH EDUCATION.**

"MR. FISHER'S REVIEW."

The Minister of Education spoke rather wistfully on April 12th as he presented his Education Estimates for the year, for the first time, as he told the House of Commons, since 1917, owing to the pressure of Parliamentary business. His passion for education has not waned, but latterly enthusiasm has been wanted to some extent, the pressure of economic difficulties has retarded the development of some of his most cherished schemes. However, he urged educationists not to lose heart and courage in these trying times.

For, at least, one very substantial and essential reform has been achieved and is now being carried into execution without, as he said, being "attacked" from any quarter whatsoever. That is the raising of the teachers' salaries, which constitute 80 per cent. of the total cost of education. Since the war the salary bill has increased by £2,488,962, but the teachers were shockingly underpaid before, and even under the revised scales the maximum salary of a head master in an elementary school of a large industrial town is only £380. Mr. Fisher warmly expressed his gratitude to Lord Burnham for the "fact, judgment, and patience" with which he had presided over the Standing Joint Committee which investigated this subject of salaries and which had carried through its negotiation of the rates of salaries appropriate to the separate areas on a national plan. Part of the cost of these increases comes into the Estimates of this year; part will enter into the Estimates of 1922-3.

THE EX-SERVICE STUDENTS.
No passage in the Minister's speech was more interesting than that in which he spoke of the work of the ex-Service students at the Universities. These had numbered 25,000, and had shown themselves serious students almost without exception, for only four had turned out failures. Fifteen thousand had gone to the Universities straight from the ranks, and the great majority belonged to families which had no University tradition. Mr. Fisher, therefore, hoped that they will spread the University ideal throughout the artisan homes of England and make it take a deeper root than ever before. In another most hopeful passage he pictured the improvements in our secondary schools which Matthew Arnold would find could be returned for a while and look about him. Apart from the public schools secondary education in his day was in a most deplorable condition; to-day he would find 1,197 secondary schools and 334,000 children in attendance. Every second school has a long waiting list; the number of scholars has increased 50 per cent. in the last four years; and many more schools could be filled if only they could be built. The cost of higher education for the year is £26,647,000, which is £1,310,000 over that of last year; but no money is better spent out of the whole total of £21,000,000 which is proposed to spend this year. The Minister claimed that for this year had one of the most liberal systems of education in the world, and he spoke confidently of the great improvements which had taken place in the elementary schools during the last generation as being unsurpassed in any other sphere of social work. He took, indeed, a far more hopeful view than Mr. Asquith, who said that we could not flatter ourselves that we were making great educational progress, because there had been a "fringe" of progress which a few years ago we had hoped to make. But, after all, the Education Estimates for this year are nearly six millions higher than those for last year, and the money can only come out of rates or taxes. From the rates there is no more to be got at the present time, and Mr. Fisher said that the State now find 66 per cent. of the total cost, leaving 44 per cent. to be found by the rates. In 1915-16 the proportion was 48 per cent. from the State and 54 per cent. from the rates.

Mr. Fisher only indulged in a single flash of humour during his speech of an hour's duration. He described how, while taking a country walk the other day, he came to a village where a Gothic building was rising, and, turning to his friend, observed that this was probably one of his new elementary schools. Alas! it turned out to be a new pigsty that was being built for a noble lord. The Minister did not draw a definite moral from the incident, but rather seemed to suggest that while not grudging the pigs their Gothic quarters, he wished the children could have had the site and the building. — *Daily Telegraph*.

LABOUR AND EDUCATION.

"THE FIRST THING TO ATTACK."

As a preliminary to the annual conference of the Independent Labour Party, a two-days' local government conference, organised by the party to discuss education, housing, and other questions, was held at Southport, Mr. R. O. Wallhead, of Manchester, chairman of the Independent Labour Party, who welcomed the delegates, said the time was not far distant when the Labour and Socialist forces of Great Britain would take upon themselves by majorities the active administration of the municipal and educational work of cities, towns, and counties. The first thing to be attacked by so-called economists was education. The vigour with which they attacked the proposals for improved education for the people drove one to the conclusion that, apart from supplying the more needs of the mercantile, the wealthy classes of the country did not want general education because they feared its results. It was only necessary to read the speeches of the little Welsh wizard to realise what a lurking fear there was behind the attitude of the present moment. (Cheers.)

Alderman Conway, of Bradford, who opened the discussion on education, said the present educational system had resulted in a highly organised working population, but not a healthy, intelligent one. Our educational system was founded on caste. As a nation, we assumed that talent and wealth were synonymous terms, and that ability to govern and social standing were correlatives; but genius, talent, and ability might be born in the cottage as well as in the mansion.

Leg Sore

A huge sore—very deep—full of foul discharge. Almost all day, he rest almost, then—just a few drops of the gentle, cooling liquid, "A.V.C." and pain gone. Sweet, refreshing sleep at night. In one time complete cure.

For sale at all chemists, druggists, etc.:
D.D.D. COMPANY, 21 ELANOR ROAD, HONGKONG.

NOTICE TO CONSIGNEES.**AMERICAN AND MANCHURIAN LINE.**

FROM NEW YORK.

THE Steamship

"KAIFUN" having arrived, Consignees of Cargo are informed that all Goods are being landed at their risk into the Godowns and/or extra-hazardous Godowns of Holt's Wharf, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered, after May 19th, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before 30th May, 1921, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on any TUESDAY or FRIDAY between the hours of 10.45 a.m. and Noon within the free storage period of one week.

No Fire Insurance has been effected. Bills of Lading will be countersigned by **THE BANK LINE, LTD.**

General Agents.
Hongkong, May 11th, 1921. [928]**"BEN" LINE OF STEAMERS.****NOTICE TO CONSIGNEES.****FROM ANTWERP, MIDDLESBRO, LONDON AND STRAITS.**

The Steamship "BENDORAN"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered, after the 20th May, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before 27th May, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on the 20th May, at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by **GIBB, LIVINGSTON & Co., Ltd.**

Agents.
Hongkong, May 12th, 1921. [940]**NOTICE TO CONSIGNEES.**

The Steamship "BOWES CASTLE"

FROM NEW YORK

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded, unless notice to the contrary be given before 14th May.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th May, will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 30th May, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th May, at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by **DODWELL & CO., LTD.**

Agents.
Hongkong, May 14th, 1921. [941]**NOTICE TO CONSIGNEES.**

The Steamship "NIPPON"

FROM TRIESTE, via VENICE, BRINDISI and the STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 14th May.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th May, will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 30th May, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th May, at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by **DODWELL & CO., LTD.**

Agents.
Hongkong, May 14th, 1921. [942]

A Welcome Visitor

at any time in every household. Every Bug, Flea, Beetle, Moth, Fly, etc., dies once it has come into proper contact with

KEATING'S

INDO-CHINA
STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS, SUBJECT TO ALTERATION

STRAITS & CALOUTTA ... "KUMSANG" ... Fri. 30th May, 3 p.m.
"YUENSANG" ... Fri. 30th May, 3 p.m.
SHANGHAI ... "HOPKINS" ... Sat. 31st May, 11 a.m.
SHANGHAI via Swatow ... "YUENSANG" ... Sat. 31st May, Noon.
BANGKOK via Swatow ... "YUENSANG" ... Sat. 31st May, Noon.
HAIPHONG via HOIHOW ... "TAKSANG" ... Wed. 25th May, 10 a.m.

CALOUTTA LINE—This line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Haiphong when inducement offers.

BORNEO LINE—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Dairi.

TRIESTE LINE—A regular service is run from March to November between Hongkong and Trieste, calling at Welhaven and Ostend.

BANGKOK LINE—A weekly service is provided between Hongkong and Bangkok, via Swatow, by four steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "KUMSANG" will be despatched on or about Friday, May 20th, at 3 p.m., for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWET-TENHAM, MADRAS and DUTCH EAST INDIES.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.

GENERAL MANAGERS

TELEPHONE No. 215

GLEN AND SHIRE
Joint Service of Steamers.**U.K.—STRAITS, CHINA & JAPAN SERVICE.****OUTWARDS.**

Vessel	Due Hongkong
S.S. "GLENGLYLE"	19th May
S.S. "GLENGLYLE"	21st May
S.S. "GLENGLYLE"	10th June

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
S.S. "GLENIFFER"	about 24th May	GENOA, LONDON & ROTTERDAM.

Movements are subject to change without notice.

For freight or further particulars please apply to—

Jardine, Matheson & Co., Ltd.**The Glen Line, Ltd., AGENTS.**

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Bentley's A.B.C. 5th Ed.
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294 1922.

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(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP . . . ¥20,000,000

President: Mr. Y. KAWASAKI.

Vice-President: Mr. K. MATSUKAWA.

Managing Director: Mr. MATSUYAMA.

(The Company has on hand a large number of)

NEW CARGO STEAMERS

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's Fleet—

Eleven steamers of 9,100 tons each deadweight.

And under the Company's management—

Twenty steamers of about 9,100 tons deadweight each.

Two steamers of about 6,400 tons deadweight each.

(Belonging to the Kawasaki Dockyard Co., Ltd.)

For Charter Rates and all other particulars apply to the

KAWASAKI KISEN KAISHA

No. 4, EREN, KOBÉ.

71

SHIPPING NEWS

ARRIVALS.

May 18th.
Szechuen, British str., 1,504 tons, Capt. Wm. Benson, from Canton, with a general cargo.—B. & S.
 May 17th.
Caddogack, American str., 1,780 tons, Capt. G. B. Goureaux, from Swatow, with a general cargo.—P.M. S.S. Co.
Derwent, British str., 1,580 tons, Capt. C. B. Benstead, from Saigon, with rice.—Thai Thuan.
Hosri Maru, Japanese str., 2,068 tons, Capt. T. Matsumoto, from Hongkong, with coal.—M.B.K.
Kam Ying Fat, Chinese str., 440 tons, Capt. A. Noronha, from Hoihow, with a general cargo.—Globe Nav. & Co.
Xwai H'ah, Chinese str., 402 tons, Capt. Kwok Kai, from Tourane, with a general cargo.—Wai Hing.
Lake Faulk, American str., 1,608 tons, Capt. W. Bahr, from Saigon, with a general cargo.—P.M. S.S. Co.
Wachren Maru, Japanese str., 1,188 tons, Capt. K. Yamakoshi, from Canton, in ballast.—M.B.K.
Pakhoi, British str., 1,224 tons, Capt. R. Stephens, from Bangkok, with a general cargo.—B. & S.
Sosha Maru, Japanese str., 1,006 tons, Capt. K. Fukue, from Canton, with a general cargo.—O.S.K.
Sushang, British str., 1,770 tons, Capt. A. Frazer, from Saigon, with a general cargo.—Wo Fat Shing.

CLEARANCES.

May 17th.
Bendorn, for Nagasaki.
China, for Shanghai.
Chipsing, for Weihaiwei.
Hakong, for Swatow.
Hok Canton, for K. C. Wan.
Kam Ying Fat, for Canton.
Kenkon Maru, for Y. P. Island.
Kueichow, for Swatow.
Leungshun, for Hoihow.
Nishiren Maru, for Foochow.
Footee, for K. C. Wan.
Santa Maru, for Hongkong.
Szechuen, for Shanghai.
Tungshing, for Swatow.
Wenatchee, for Manila.
Yechipo Maru, for Crapand.

SHIPPING MOVEMENTS.

The s.s. *Agave* (Blue Funnel line) left Yokohama on May 15th for London, Amsterdam and Hamburg via Hongkong, is due here on May 21st, and will sail, as above, on May 22nd.
 The s.s. *Tyden* (Blue Funnel line) left Shanghai on May 15th for Liverpool, Marseilles and Havre via Hongkong, is due here to-day, and will sail, as above, on May 18th.
 The Ellerman Line s.s. *Grigous* from Hamburg and Rotterdam sailed from Singapore on May 15th, and may be expected here on Sunday, May 22nd.
 The P. & O. Co.'s s.s. *Alipore* left Singapore for this port on May 16th, at 5 a.m., and is due here on May 22nd, at about 8 a.m.
 The H.M.S. *Empress of Asia* arrived at Manila on May 17th, 6 a.m., was to leave there yesterday at 6 p.m., and is due at Hongkong on May 19th at 6 a.m.
 The China Mail s.s. *Anking* sailed from San Francisco, on Thursday, May 12th, and is due to arrive here on Saturday, June 11th. The steamer was delayed at San Francisco seven days owing to the strike.

PASSENGERS.

DEPARTURES.

For a.s. *Persia*, sailed for San Francisco, May 14th.—Mrs. J. Hargrave, Mr. C. W. Hoyer, Mr. J. J. Jones, Mr. F. H. Kimmins, Mr. M. G. McAlpin, Miss McAlpin, Mr. Muschi, Mr. S. Okasaki, Mr. P. H. Phillips, Mr. G. Pedro, Mr. M. S. Weyer, Mr. and Mrs. H. F. Zierer.

VESSELS EXPECTED.

Aberdeen (Admiral line), from Shanghai, due May 22nd.
Anchises (Blue Funnel), due May 19th.
Bellerophon (Blue Funnel), due May 18th.
Deucalion (Blue Funnel), due May 31st.
Edmore (Admiral line), from Shanghai, due May 23rd.
Empress of Asia, due May 19th, at 8 a.m.
Fushimi Maru (N.Y.K.), from U.S.A., due May 26th.
Heinan Maru (N.Y.K.), from Bombay, due May 22nd.
Kaga Maru (N.Y.K.), from London, due May 25th.
Mentor (Blue Funnel), due June 11th.
Muroran Maru (N.Y.K.), due May 19th.
Siberia Maru (T.K.K.), due May 27th.
Taiyo Maru (T.K.K., ex *Cap Finisterre*), due Hongkong May 23rd.
Tango Maru (N.Y.K.), from Sydney, due May 21st.
Tomura Maru (N.Y.K.), from Calcutta, due May 29th.
Totomi Maru (N.Y.K.), from Calcutta, due June 1st.
Yangtze (Blue Funnel), due June 11th.
Yokohama Maru (N.Y.K.), due June 12th.

WEATHER REPORT.

May 17th at 11.45—Pressure has decreased slightly from Shanghai to Hongkong. Depressions are shown over Hainan and to the N.E. of Formosa.
 An anti-cyclone is central to the east of Vladivostok.
 Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.45 inch. Total since January 1st, 21.88 inches against an average of 16.79 inches.
 The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT	FORECAST
Hongkong to Gap Rock	West winds, changing to S. and S.E. moderate; squally, rainy.
Formosa Channel	The same as No. 1.
South coast of China between Hongkong and Lamooke	No. 1.
South coast of China between S.E. winds, Hongkong and Hainan	fresh.



HONGKONG TO VANCOUVER
 via Shanghai, Nagasaki, (Mojo), Kobe & Yokohama
 Nippon Yusen Kaisha
 From Hongkong to Vancouver
 EMPRESS OF ASIA ... May 26 June 13
 MONTEAGLE ... June 14 July 6
 EMPRESS OF RUSSIA ... June 23 July 11
 EMPRESS OF JAPAN ... July 19 Aug. 8
 EMPRESS OF ASIA ... July 21 Aug. 8
THREE TRANSCONTINENTAL TRAINS DAILY
 Sleeping Car Reservations arranged.
CONNECTING STEAMERS
CANADA TO LIVERPOOL
 METAGAMA ... June 18 June 25
 EMPRESS OF FRANCE ... June 21 June 28
 METAGAMA ... July 15 July 24
 EMPRESS OF FRANCE ... July 19 July 26
 EMPRESS OF FRANCE ... Aug. 13 Aug. 20
 Allotment of accommodation on these steamers held here and through tickets issued. Early application necessary. Other sailings to London, Southampton, Glasgow, Antwerp & Harve. For fares apply to—
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 Freight and Passenger
 For SAN FRANCISCO via SHANGHAI JAPAN PORTS and HONOLULU.
AMERICAN STEAMERS.
 "ECUADOR" ... sailing May 18th, 1921.
 "COLOMBIA" ... sailing June 11th, 1921.
 "ECUADOR" ... sailing Aug. 10th, 1921.
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 "GOLDEN STATE" ... From Hongkong, July 4th. Due San Francisco, July 26th.
SHANGHAI-CALCUTTA SERVICE
 Freight Only
 For SHANGHAI
 For SINGAPORE, PENANG, RANGOON and CALCUTTA.

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Freight and Passenger.
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 Monthly Sailings.
ROUND THE WORLD SERVICE
 Freight Only, Monthly Sailing
 San Francisco to Yokohama, Kobe, Dairen, Tientsin, Shanghai, Manila, Saigon, Singapore, Calcutta, Colombo, Bombay, Alexandria, Bizerta, Marseilles, Barcelona, the Cape, Baltimore, Norfolk, Cristobal, Los Angeles and San Francisco.
 For full information regarding rates, space, etc., apply to—
PACIFIC MAIL S.S. CO.
 Telephone 141. Cable Address "SOLANO". Hotel Mansions, Hongkong.

STRUTHERS & DIXON, Inc.

GREEN STAR LINE
 Operating Far Eastern services for account of the UNITED STATES SHIPPING BOARD.
 To NEW YORK & BALTIMORE
 "Loretta" ... 1st June
 (To LOS ANGELES & SAN FRANCISCO (via HONOLULU)
 "West Carmona" ... 10th June
 To VANCOUVER & SEATTLE
 "West Isan" ... 23rd May
 * Also cargo accepted for Transshipment at San Francisco and/or Seattle to weekly sailings for
 NEW ORLEANS, SAVANNAH, NORFOLK, BALTIMORE, PHILADELPHIA, NEW YORK, BOSTON.
 Through Bills of Lading issued to all U.S. & Canadian Overland Common Points.
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NANYO YUSEN KAISEA

(The South Sea Mail S.S. Co., Ltd.)
REGULAR FREIGHT & PASSENGER SERVICES
 BETWEEN
JAPAN, HONGKONG & JAVA.

FOR JAVA.
 Ports of call—Batavia, Samarang, Soerabaya, Macassar and Balikpapan.
 S.S. "SAMARANG MARU" ... sailing beginning June.
FOR JAPAN.
 Ports of call—Moji, Kobe and Yokohama.
 S.S. "CHERIBON MARU" ... sailing on or about 7th June.
 For further particulars please apply to—
 K. SUZUKI, Manager,
 No. 5, Queen's Road Central.
 [767]

T. K. K. TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO
 via SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU
 "THE PATHWAY OF THE SUN"
 STEAMERS ... TONS ... LEAVE HONGKONG
 TAIYO MARU ... 22,000 ... May 27th.
 SIRENIA MARU ... 23,000 ... June 10th.
 TENYO MARU ... 24,000 ... June 21st.
 KOKKA MARU ... 25,000 ... July 1st.
 SHINYO MARU ... 26,000 ... July 16th.
 † Calling at Dairen instead of Nagasaki. ‡ Omitting Shanghai.

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO
 via JAPAN, HONOLULU, Hilo, SAN FRANCISCO, SAN PEDRO, SALLIE, ORE, BALBOA, CALLAO, MOLLEDO, ARICA & IQUIQUE.
 THROUGH BY TRANS-ANDREAN ROUTE TO BUENOS AIRES.
 STEAMERS ... TONS ... LEAVE HONGKONG
 RAKUYO MARU ... 17,500 ... June 10th.
 CHOYO MARU ... 18,000 ... July 11th.
 * Cargo only.
 For full information regarding passengers freight and sailings, apply to—
 Y. TSUTSUMI, Manager,
 King's Building. Tel. Nos. 2374 & 2375.
 Agents at Canton: Messrs. T. E. GRIFFITH, LTD. [84]

CHINA MAIL S.S. CO., LTD.

Incorporated in U.S.A.
FREIGHT AND PASSENGERS
 S.S. "NANKING" ... 15,000 Tons ... sailing May 18th.
 S.S. "NILE" ... 11,000 Tons ... sailing June 15th.
 S.S. "CHINA" ... 10,200 Tons ... sailing July 13th.
HONGKONG for SAN FRANCISCO
 via Shanghai, Japan Ports and Honolulu
 S.S. "CHINA" ... May 18th.
 S.S. "NANKING" ... June 15th.
 S.S. "NILE" ... July 13th.
HONGKONG for MANILA
 S.S. "NANKING" ... June 4th.
HONGKONG for SINGAPORE
 S.S. "CHINA" ... July 22nd.
 S.S. "NILE" ... June 25th.
 AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.
 C. T. SURRIDGE, Freight & Passenger Agent,
 PRINCE'S BUILDING, 101, HOSIEN STREET.
 TELEPHONE, PASSENGER DEPT. Tel. FREIGHT DEPT. & AGENT. No. 1934. No. 2161.

JAVA-CHINA-JAPAN LIJN.

REGULAR FORTNIGHTLY SERVICE BETWEEN
 JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJILIWONG	SHANGHAI	25th May	28th May	JAVA
TJIKINIM	SHANGHAI	5th June	8th June	MACASSAR/JAVA
TJIKEMBANG	SAN FRANCISCO/JAPAN	10th June	13th June	JAVA
TJIBODAS	JAVA	7th June	13th June	SHANGHAI

 * Wireless Telegraphy.
 The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon passengers. All steamers carry a fully qualified surgeon. Cargo taken at through rates for all ports in Netherlands India and Australia. For Particulars of Freight and Passage apply to the
JAVA-CHINA-JAPAN LIJN.
 York Building First Floor. Telephone No. 1974.

VEREENIGDE NEDERLANDSCHE SCHEEPVAART MAATSCHAPPIJ

(United Netherlands Navigation Company)
HOLLAND-OOST AZIE LIJN
 (Holland East Asia Line)
 (Members of the Straits, China and Japan Conferences).
 Regular monthly service between
JAPAN PORTS, SHANGHAI, HONGKONG AND MANILA
 AND
AMSTERDAM, ROTTERDAM, HAMBURG AND BREMEN.
 Sailings subject to alterations.
 Loading ... For ... Sailing
 "ALCOR" ... June ... ROTTERDAM/HAMBURG ... 8th June.
 "ALCHIRA" ... July ... AMSTERDAM & HAMBURG ... 10th July.
 "BRILLE" ... Aug. ... ROTTERDAM & HAMBURG ... 10th Aug.
 For full particulars please apply to—
JAVA-CHINA-JAPAN LIJN.
 General Agents,
 Tel. No. 144. York Building.

SPECIALLY BREWED FOR EXPORT
DAI NIPPON BREWERY COMPANY, LIMITED.
 TOKYO, JAPAN.
 SOLE AGENTS:
MITSU BUSSAN KAISHA, LTD., HONGKONG.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.
 For BOSTON and NEW YORK
 For Freight and full particulars apply to—
FURNESS (FAR EAST) LIMITED
 Telephone 5165. 24, George's Building. [130]

AMERICAN & ORIENTAL LINE

NEW YORK via Suez

Subject to change without notice.

ORIENTAL AFRICAN LINE.**INDIAN AFRICAN LINE.**

Cargo carried on through Bills of Lading from HONGKONG to BEIRA DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH & CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO

For particulars apply to—

THE BANK LINE, LTD.
Managing Agents.**"ELLERMAN" LINE.****(ELLERMAN & BUCKNALL S.S. CO. LTD.)**

JAPAN, CHINA & STRAITS

TO
UNITED KINGDOM & CONTINENT.

Subject to change without notice

For particulars of sailings shippers are requested to apply to the undersigned.

or to Reiss & Co., CANTON.

THE BANK LINE, LTD.,
General Agents.**NEW YORK DIRECT**

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"KNIGHT COMPANION" ... via Panama Canal ... 1st June.

"CITY OF MADRAS" ... via Suez Canal ... 10th June.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—
BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG.
HONGKONG and CANTON. REISS & CO., CANTON.**C. N. C.****CHINA NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To	Ball
SHANGHAI & FUKOW	"SZECHUEN"	On 18th May,	D'light.
AMOI & SHANGHAI	"SUENING"	On 19th May,	Noon.
AMOI, MANILA, CEBU & LONO	"TAMING"	On 19th May,	4 P.M.
SHANGHAI & TIENTSIN	"KUEICHOW"	On 19th May,	4 P.M.
SHANGHAI & TIENTSIN	"CHENAN"	On 21st May,	4 P.M.
HONGKONG, CANTON & PHONG	"KAIKONG"	On 22nd May,	9 A.M.
SHANGHAI & FUKOW	"SINKIANG"	On 24th May,	Noon.
AMOI & SHANGHAI	"SOOCHOW"	On 25th May,	Noon.

SHANGHAI LINE—PASSENGER, MAILS AND CARGO. Excellent "Saloon" accommodation. Amplest Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Wootung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
Agents.

Telephone 38.

DOUGLAS STEAMSHIP CO., LTD.**HONGKONG AND SOUTH CHINA COAST PORT SERVICE.**

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers Electric Light and Fans in state-rooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOI & FOOCHOW

AND RETURN

(Occupying 2 to 10 Days)

"HAICHING" ... Capt. A. H. Stewart ... FRIDAY, May, 20th, at 12 Noon.
 "HAICHONG" ... Capt. W. C. Parnmore ... TUESDAY, May, 24th, at 11 A.M.
 "HAICHONG" ... Capt. W. C. Parnmore ... FRIDAY, May, 27th, at 12 Noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LARRAIK & CO.,
General Managers.**P. & O. - British India
Apcar and
Eastern & Australian
Lines**

(COMPANIES incorporated in ENGLAND.)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES.

MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING

NEW ZEALAND & QUEENSLAND PORTS, RED SEA,

EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tonnage	From Hongkong (about)	Destination
"PLASSY"	7,348	11th June	Marcelles, London & Antwerp
"DELTA"	8,000	25th June	do
"SYRIA"	7,000	22nd July	do
"KALYAN"	9,000	5th Aug.	do

BRITISH INDIA - APCAR SAILINGS (South)

"JAPAN" ... 6,100 ... 23rd May ... Calcutta via S'pore, P'ang & R'gon.

EASTERN & AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	5,000	29th May	Sandakan, Thursday Island
"EASTERN"	4,500	29th June	Townsville, Brisbane
"KANOWNA"	7,000	25th July	Sydney & Melbourne

SAILINGS TO SHANGHAI & JAPAN

"ALIFORE"	—	22nd May	Japan via Shanghai
"TANAI"	7,000	25th May	Japan via Shanghai
"PLASSY"	7,348	30th May	Shanghai only.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.
 1st Saloon Passengers may travel by P. & O. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the service of their P. & O. Tickets Singapore to Colombo.
 All Cabins are fitted with Electric Fans free of charge.
 Steamers and Sailing dates are liable to be cancelled or altered without notice.
 Parcels Measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.
 Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GORDON & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamers arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For further information, Passage Fares, Freight, Handbooks, etc., apply to

MACKINNON, MACKENZIE & CO.,

22, Des Voeux Road Central, HONGKONG. Agents.

**O. S. K.
OSAKA SHOSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

"ATLAS MARU" ... Saturday, 21st May.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN & CAPE TOWN via SINGAPORE. PASSENGER SERVICE.

"CANADA MARU" ... Tuesday, 14th June.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

"INDO MARU" ... Sunday, 22nd May.

"PEKING MARU" ... Thursday, 3rd June.

DELI & BANGKOK via SAIGON & SINGAPORE—Regular monthly service.

"KISHU MARU" ... Wednesday, 1st June.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via Shanghai and Japan. Regular service. Booking at intermediate ports in Japan taking cargo to OVERLAND PORTS via connection with Chicago-Milwaukee and St. Paul Railway.

"AFRICA MARU" ... Wednesday, 25th May.

"ARABIA MARU" ... Thursday, 18th June.

NEW YORK via SUEZ—Regular monthly service via Japan, Port, San Francisco, Panama and Colon Ports.

"SUMATRA MARU" ... Wednesday, 25th May.

NEW ORLEANS via SUEZ, ... Wednesday, 25th May.

JAPAN PORTS—Shanghai, Moji, Kobe & Yokohama.

"HAYES MARU" ... Tuesday, 30th May.

KEELUNG via SWATOW & AMOI—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K. wharf near the Harbour Office.

"SAMAKURA MARU" ... Sunday, 22nd May.

TAKAO via SWATOW & AMOI ... Thursday, 18th May.

For sailing dates and further particulars please apply to—

Y. YABUDA, Manager, No. 1, Queen's Building.

Tel. Nos. 744 & 745.

AUSTRALIAN ORIENTAL LINE

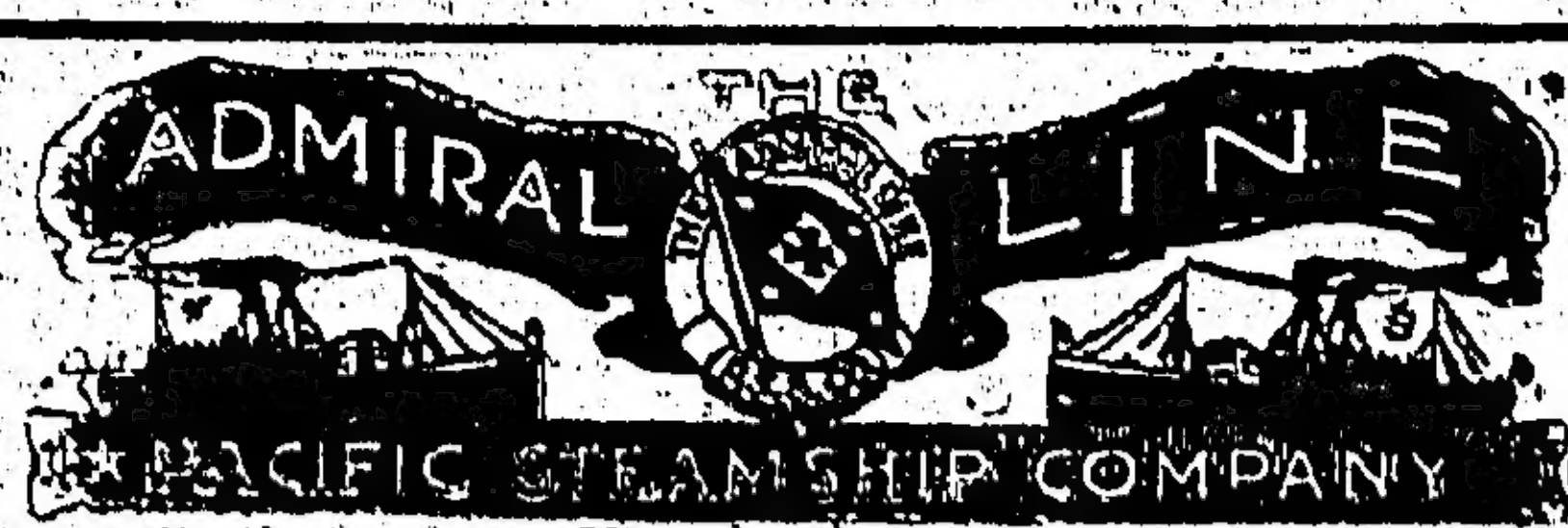
HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer ... Arr. Hongkong from Australia ... Dep. Hongkong for Australia

Sailing Service to Australia.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A daily qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australia, New Zealand & Tasmania Ports.

For freight and passage apply to— BUTTERFIELD & SWIRE, Agents.



Operating the following U.S. Shipping Board Steamers.

PASSENGER AND FREIGHT SERVICE.

For VICTORIA, VANCOUVER, SEATTLE

(Calling Shanghai & Japan Ports).

S.S.	From Hongkong	Arrive Seattle
"CROSSEY" Freight only	April, 18th	May, 21st
"WENATOCHEE" ...	May, 25th	June 10th
"EDMORE" Freight only	May, 22nd	July 10th
"ELDRIDGE" ...	June, 20th	July 25th
"WENATOCHEE" ...	July, 25th	Aug. 18th
"KEYSTONE STATE" ...	Aug. 3rd	Sept. 13th

For PORTLAND DIRECT

(Calling Kobe & Yokohama).

S.S. "ASERCO" calling at Shanghai & Japan Ports Sailing May 22nd.

S.S. "MONTAGUE" Freight only ... June 4th.

Through Bills of Lading issued to Overland Ocean points.

Passenger and Freight Particulars.

THE ADMIRAL LINE

Telephone 2477 & 2478. 5th Floor, Hotel Mansions. [71]



THE PACIFIC STEAMSHIP CO.

REGULAR SERVICE

To & From

SAIGON-SINGAPORE-SUMATRA

JAVA PORTS

OPERATING THE FOLLOWING U.S.S.B. STEAMERS

LAKE ONAWA ... May, 25th.

GLYMONT ... June, 20th.

Through bills of lading issued to all United States, Pacific Coast and Overland Points.

For full Particulars and Rates, Apply to—

THE ADMIRAL LINE,

5th Floor, HOTEL MANSIONS BUILDING, Telephone 2477 & 2478.

SERVICE to UNITED STATES

For NEW YORK and/or BOSTON via Panama.

S.S. "WYTHEVILLE" ... to NEW YORK About May 25th.

S.S. "WYNIAH" ... to NEW YORK June 2nd.

For freight space and particulars apply to—

BARBER STEAMSHIP LINES, INC.**THE ADMIRAL LINE.**

TELEPHONE 2477 & 2478. AGENTS. 5th Floor HOTEL MANSIONS. [175]

MESSAGERIES MARITIMES.**FRENCH MAIL LINES.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATE
SHANGHAI, KORE & YOKOHAMA	"PAUL LEGAT" 20,000	On or about 1st June.
	• Shanghai (only)	

MARSEILLES via SAIGON, SINGAPORE, COLOMBO, DUBOUIL, SUEZ, PORT SAID	"ANDRE LEBON" 21,000	On or about 31st May.
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ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY

For full particulars regarding sailings, etc., apply to—

R. HODENEUSER,

Agent, Queen's Building.

Telephone 740.

CHINA-AUSTRALIA MAIL S.S. LINE.

For AUSTRALIAN PORTS via MANILA & SANDAKAN.

"HWAH PING" ... May 25th.

"VICTORIA" ... June 24th.

For Freight and Passage, apply to—

THE CHINA & AUSTRALIA S.S. CO., LTD.

Agents.

115, Cornhill Road, Central.

